

# BookletChart™



## ***Intracoastal Waterway – Wax Lake Outlet to Forked Island***

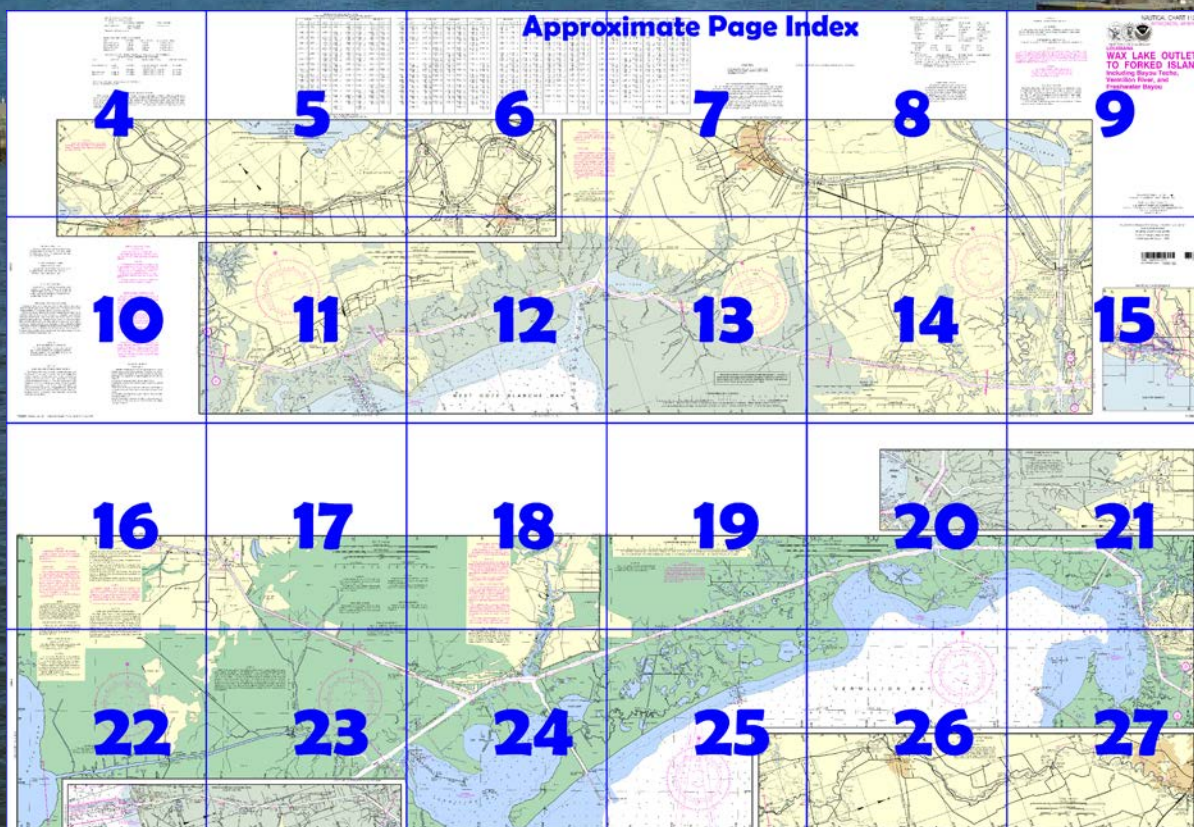
**NOAA Chart 11350**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

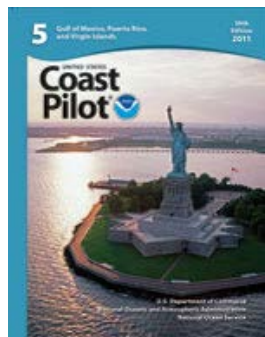
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11350>



**(Selected Excerpts from Coast Pilot)**  
**Vessels should approach Southwest Pass through the prescribed Safety Fairway.** (See 166.100 through 166.200, chapter 2.)  
Sunken wrecks have been reported in the safety fairway in about 29°32'N., 92°05'W. and in about 29°28.5'N., 92°06.7'W. Caution is advised in these areas.  
**Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

(226) **Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with Lower Atchafalaya River.

**Hanson Canal** is 20.2 miles above Berwick Lock; little used for navigation, it leads S from Bayou Teche at Garden City, turns W, and enters and follows Bayou Portage to the Intracoastal Waterway in Bayou Bartholomew.

**Franklin**, about 22 miles above Berwick Lock, is an agricultural center that has several industries, and is the seat of St. Mary Parish. **Franklin Canal**, SW of Franklin, leads into **Bayou Portage** and connects with the Intracoastal Waterway at Bayou Bartholomew.

**Jeanerette** is 44 miles above Berwick Lock and is chiefly a market town; its principal products are sugar, oil, pecans, and peppers. There is a large foundry in the town.

**Iberia**, the seat of Iberia Parish, lies on the banks of Bayou Teche, 54 miles above Berwick Lock.

The Lower Atchafalaya River leads N from Berwick Bay through Stouts Pass to Sixmile Lake. The marked channel N through **Lake and Grand Lake** is part of the Atchafalaya River navigation system.

**Lake Outlet**, a drainage canal for the Atchafalaya Floodway, is not a maintained waterway, however, it has some light barge traffic.

**West Cote Blanche Bay**, and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island.

**The Jaws**, at the NE corner of West Cote Blanche Bay is a passage connecting the bay with the Intracoastal Waterway and with **Charenton Drainage and Navigation Canal**. In April 1997, the controlling depth was 4 feet through the passage; knowledge of local existing conditions is advised.

**Cote Blanche Island**, 97 feet high, is on the N side of West Cote Blanche Bay. From the bay side, the island appears as a reddish-yellow steep bluff. **Ivanhoe Canal**, W of the island, connects West Cote Blanche Bay with the Intracoastal Waterway. **Cypremort Point**, on the E side of Vermilion Bay and NW side of West Cote Blanche Bay, is the site of a summer resort. Several private canals, on which are homes and private docks, have been dredged into the banks on the N side of the point. Gasoline, diesel fuel, ice, and a launching ramp are available at a fuel facility on the point. The canals and the channel leading to the fuel facility had reported controlling depths of about 3 feet in July 1982. Private mooring slips are available. State Route 319 connects the point with the town, **Cypremort**.

**Weeks Island**, 171 feet high, is E of **Weeks Bay**, the NE extension of Vermilion Bay. The Intracoastal Waterway passes close along the W side of the island.

**Avery Canal** Canal, Avery 11350 NW from Vermilion Bay to a junction with Bayou Petite Anse at the Intracoastal Waterway. A dredged approach channel leads from Vermilion Bay to the canal.

A dredged channel in **Bayou Petite Anse** leads from the Intracoastal Waterway N for about 5.3 miles to a fixed highway bridge at the N end of Avery Island.

About 2.8 miles above the Intracoastal Waterway, the Acadiana Navigational Channel in **Bayou Carlin** branches NW from Bayou Petite Anse for about 2.5 miles to a junction with Bayou Tigre and Delcambre Canal.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Lake Charles, LA	(337) 477-5285	24 hours daily
	*(337) 439-0000	

\*Recording (24 hours daily)

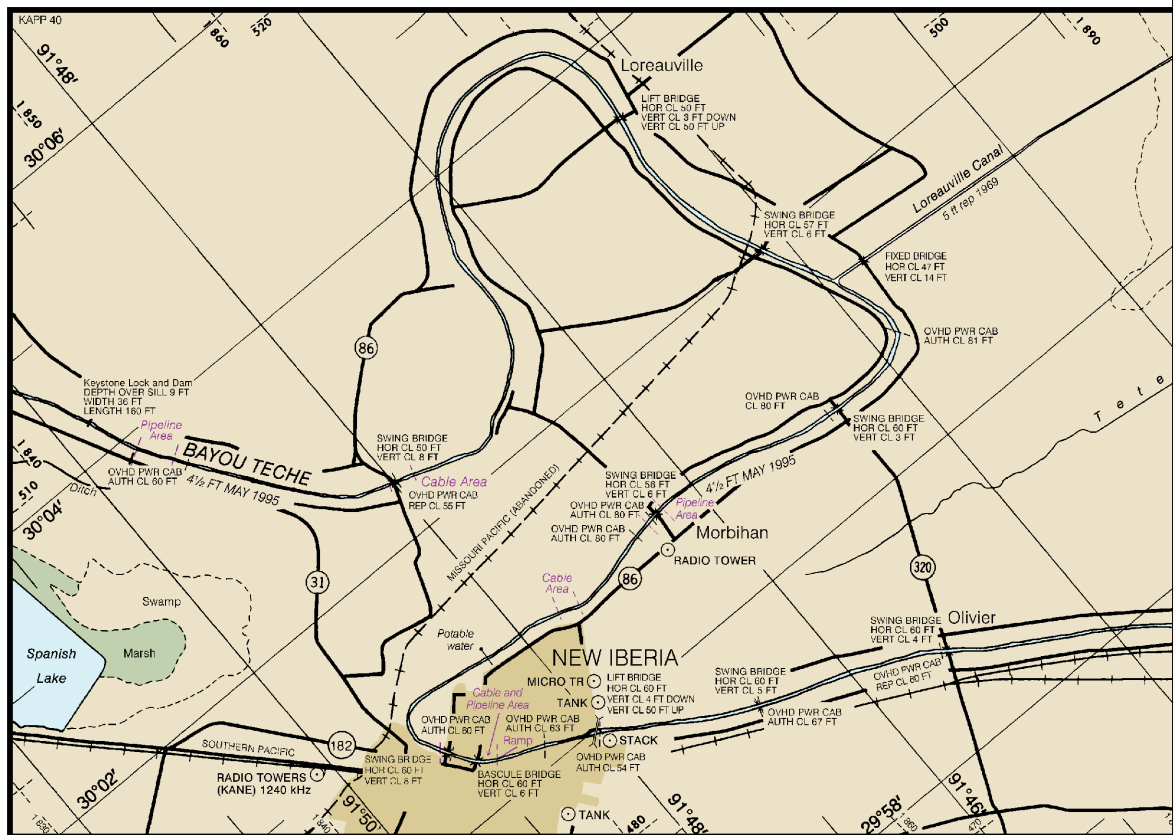
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.55	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Morgan City, LA	KIH-23	162.475	24 hours daily
Lafayette, LA	WKK-90	162.55	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
New Orleans, LA	NMG (USCG)	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM 4:35 & 11:50 PM	On receipt
Grand Isle, LA	NMG-15	157.1 MHz	4:50 & 10:50 AM 4:35 PM	On receipt
Berwick, LA	NMG-37	157.1 MHz	4:35 & 10:35 AM 4:35 PM 4:00 & 10:00 AM 4:00 PM	On receipt

Distress calls for small craft are made on 2182 kHz or  
channel 16 (156.80 MHz) VHF.



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID  
(based on NAD 1927)

Louisiana State Grid, south zone, is indicated.

INTRACOASTAL WATERWAY

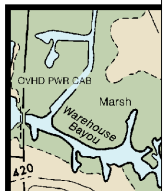
Project Depths

12 feet Carrabelle, FL to Brownsville, TX.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Waterway is indicated by a magenta line.  
Distances shown along the Waterway

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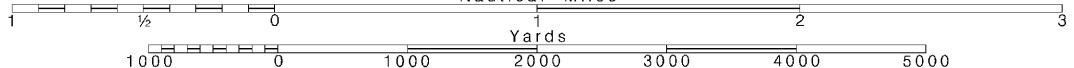


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

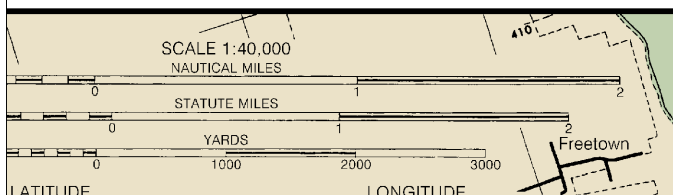
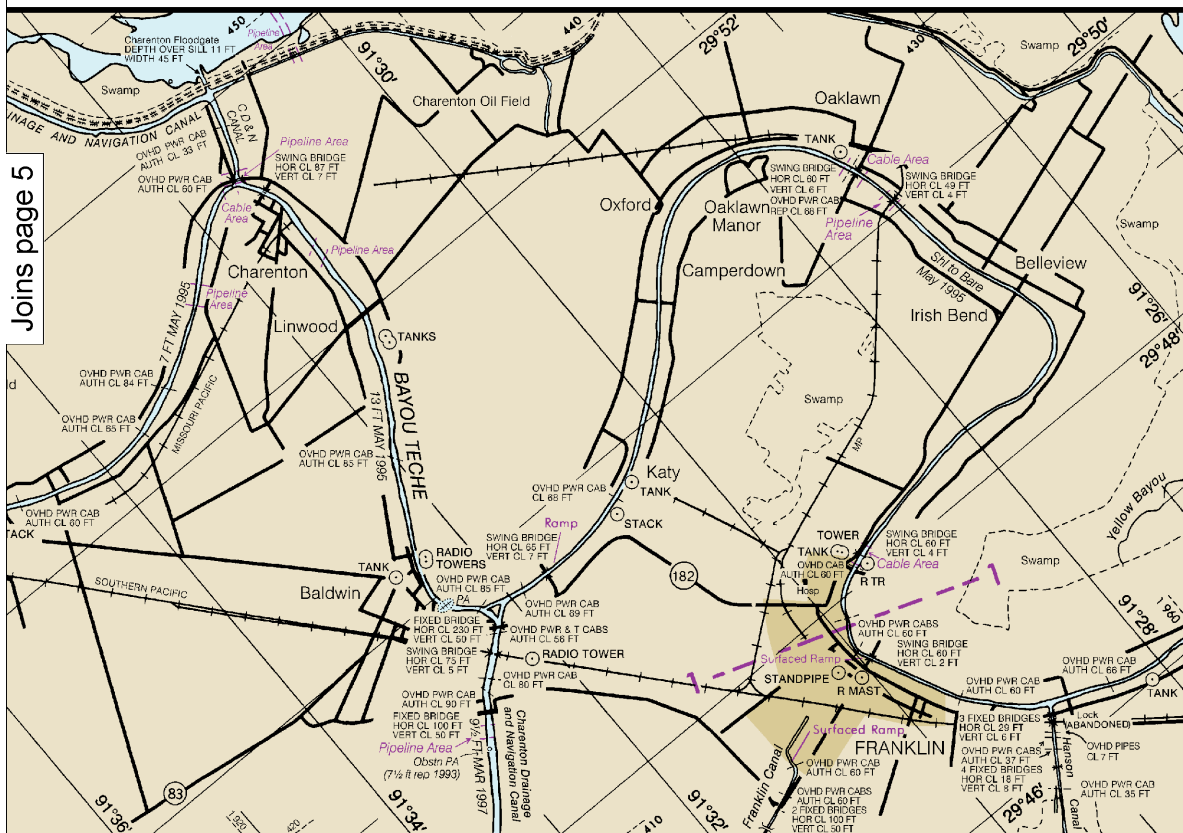
See Note on page 5.

Note: Chart grid  
lines are aligned  
with true north.

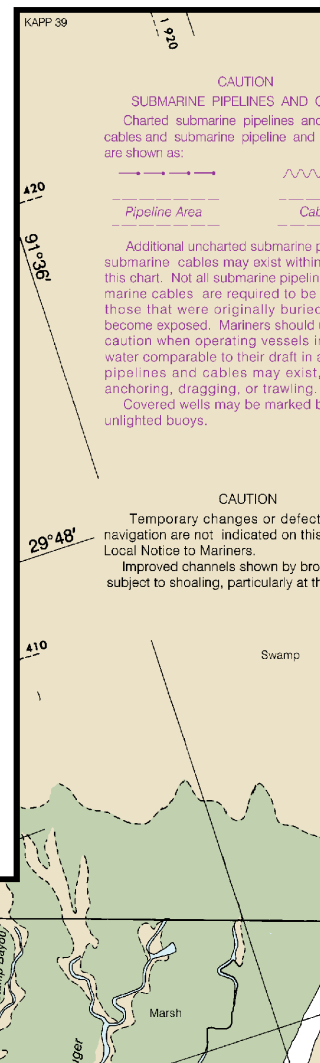




Joins page 5



Joins page 12



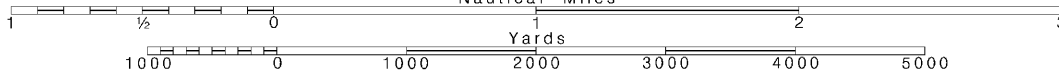
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



# CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

## PUBLIC BOATING INSTRUCTION PROGRAMS

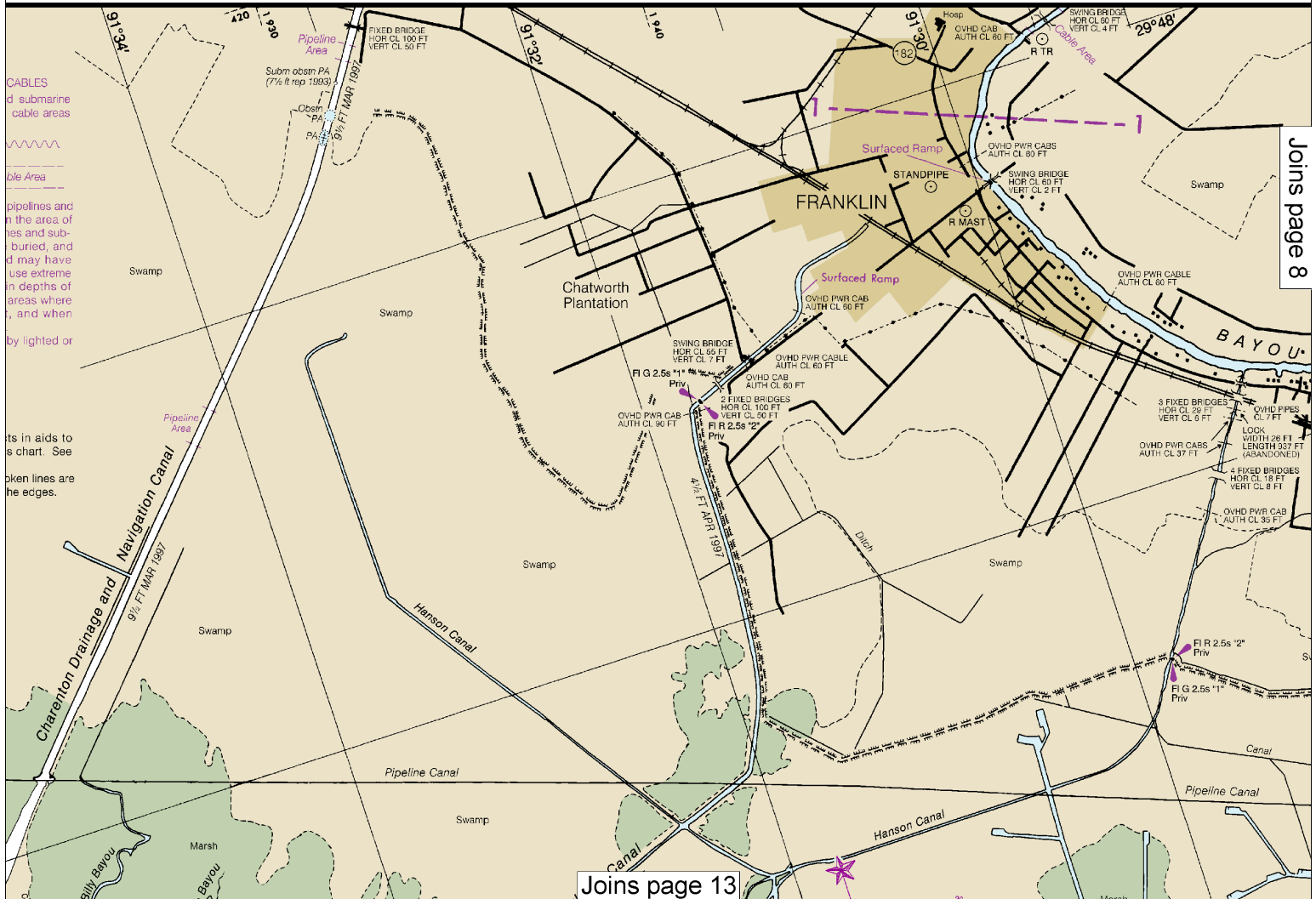
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

Formerly 881-SC, 1st Edition, 1972

CONTINUED ON BAYOU TECHE EXTENSION



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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rct rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	YD very quick
F fixed	MICRO TR microwave tower	R red	W while
Fl flashing	Mkr marker	Ra Ref radar reflector	Whs whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

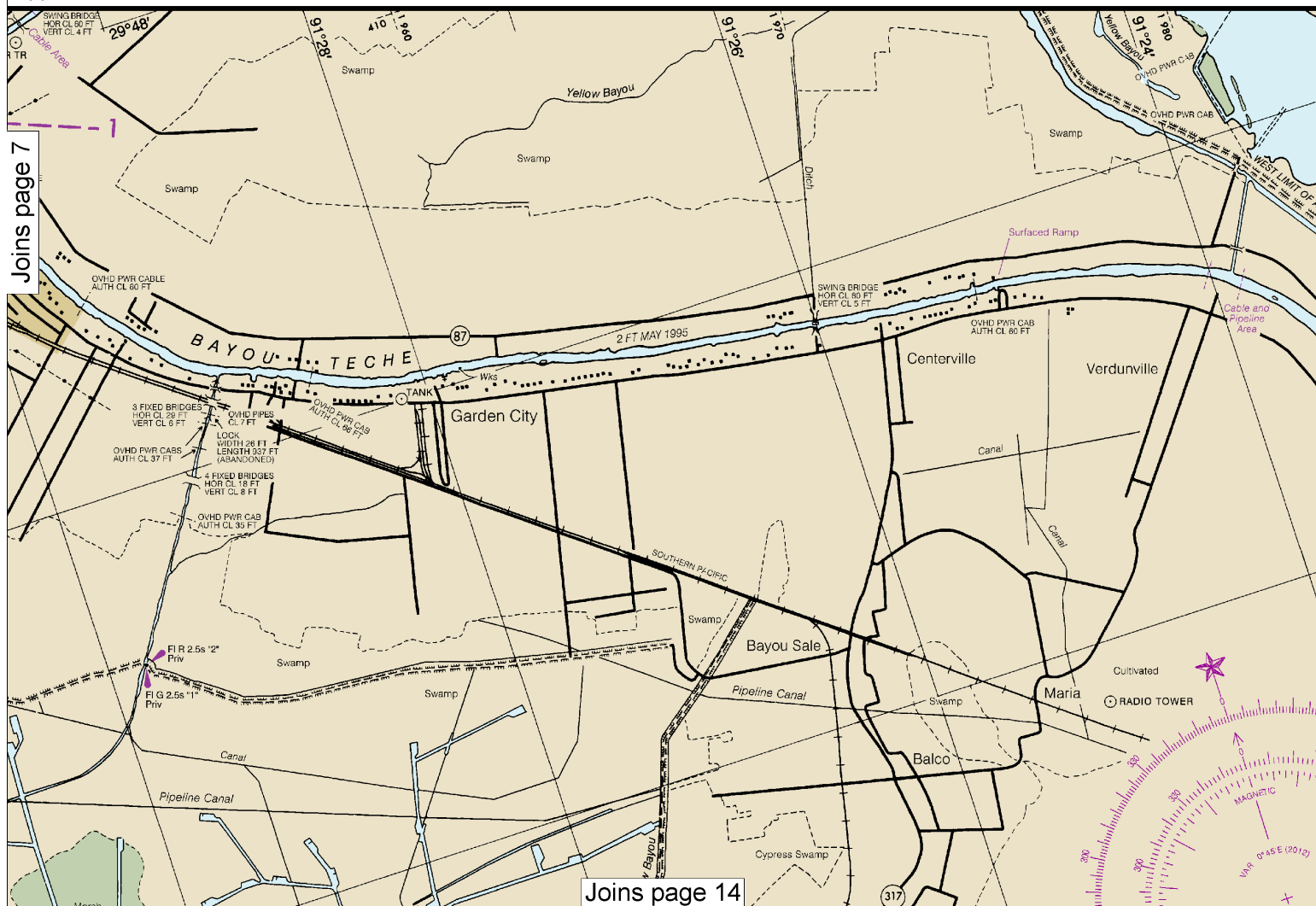
**HORIZONTAL DATUM**  
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.748" northward and 0.433" westward to agree with this chart.

Auxiliary  
 bating in-  
 formation

Blue Ridge

le Boggs  
 A 70130,  
 CX), 2100

TENSION



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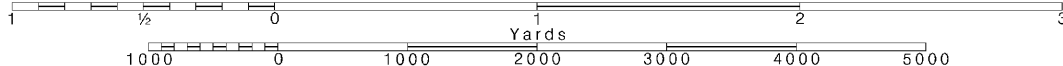
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





HEIGHTS  
Heights in feet above Mean High Water.

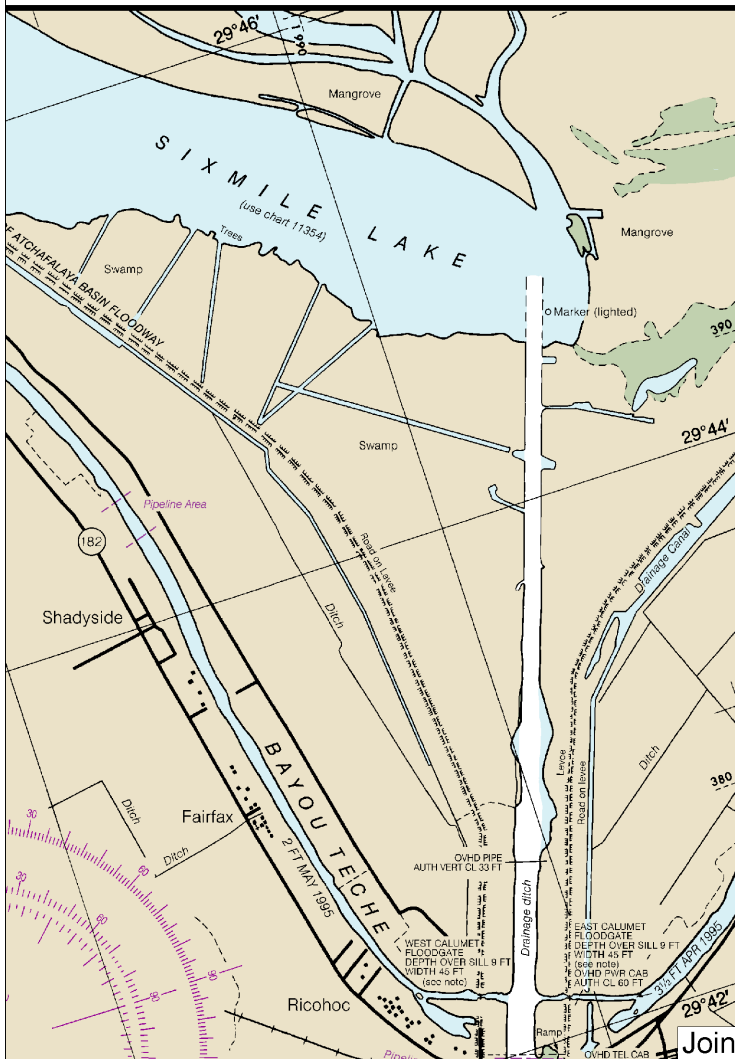
AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION  
Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 44' - 91° 43') by adding 2 hours 19 minutes for high water, and 2 hours 16 minutes for low water; and in Weeks Bay (29° 48' - 91° 59') by adding 1 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Galveston, Texas tide table.  
In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.



# NAUTICAL CHART 11350 INTRACOASTAL WATERWAY

## LOUISIANA WAX LAKE OUTLET TO FORKED ISLAND Including Bayou Teche, Vermilion River, and Freshwater Bayou

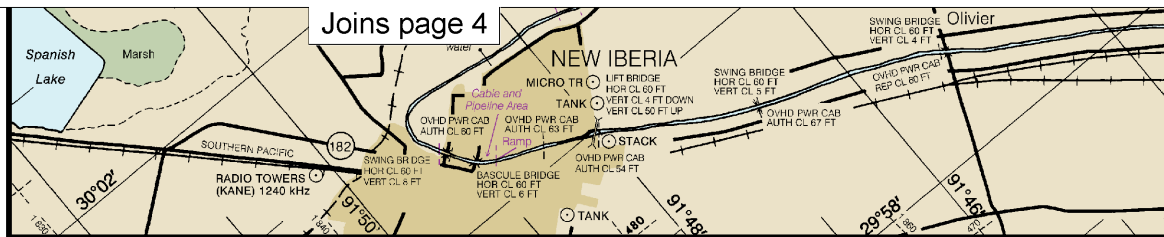


Chart 11350 28th Ed., Jun /12

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

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#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### PLANE COORDINATE GRID (based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

#### CAUTION

##### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

#### CAUTION

##### WARNINGS CONCERNING LARGE VESSELS

The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

#### INTRACOASTAL WATERWAY

##### Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

##### Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

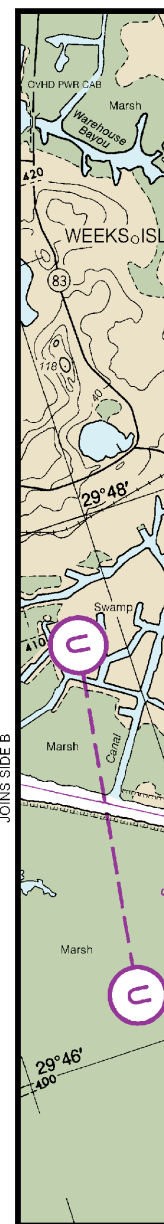
#### CAUTION

##### Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

#### RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication 'Navigation Rules.'



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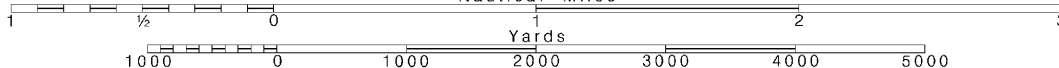
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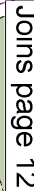
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



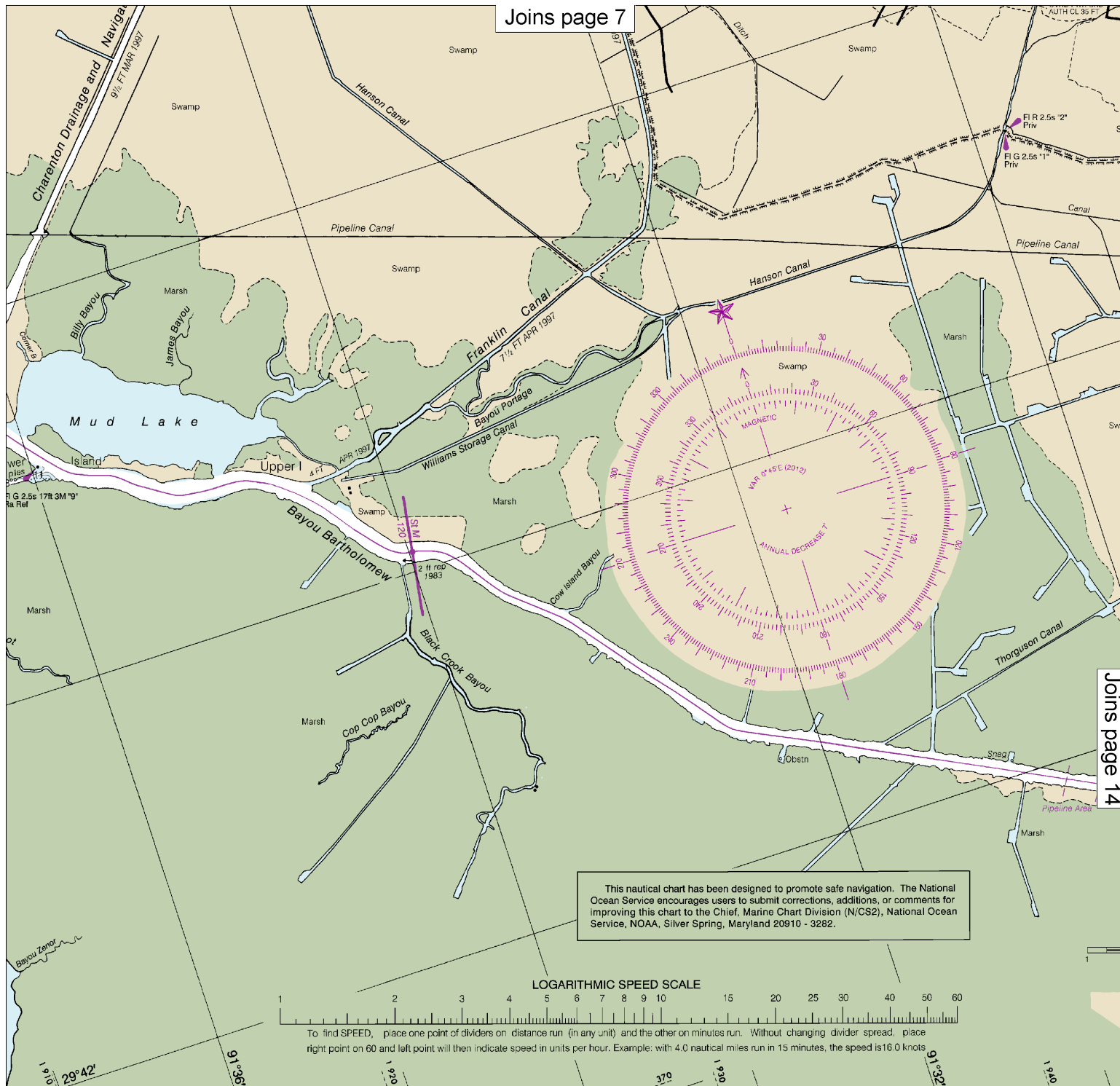


Joins page 17





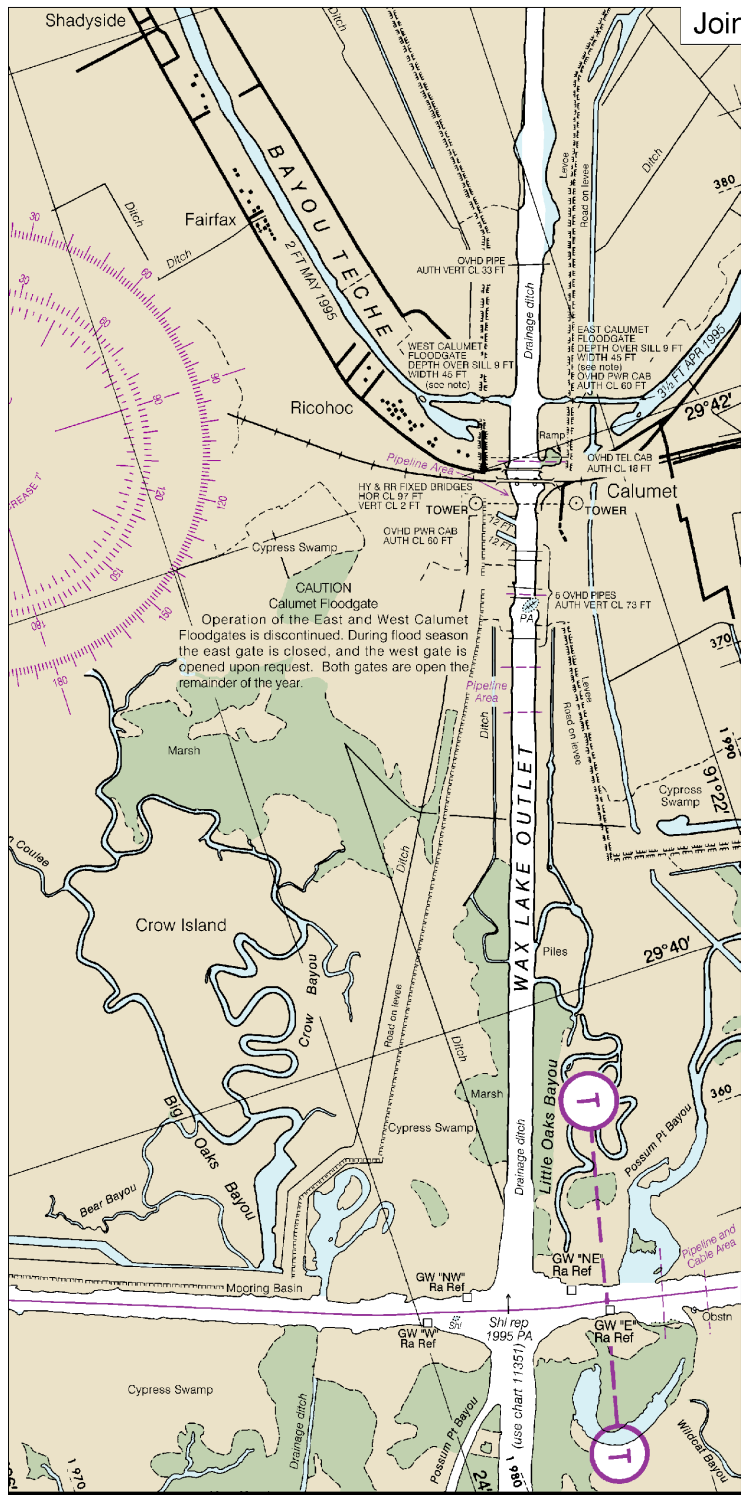
Joins page 7



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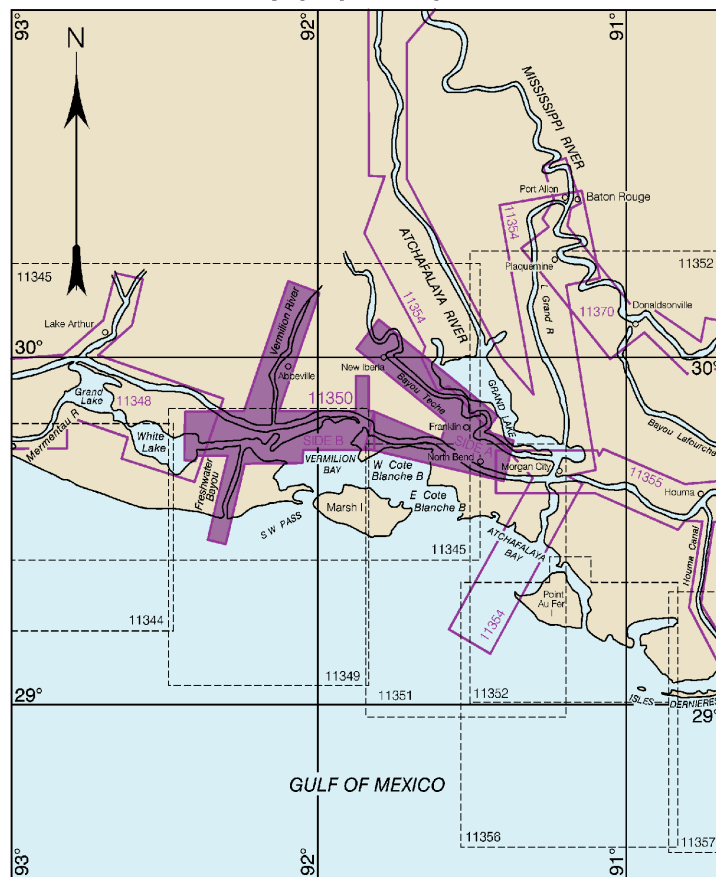
JOINS page 9

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

SIDE A

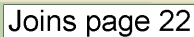
NAUTICAL CHART DIAGRAM



11350



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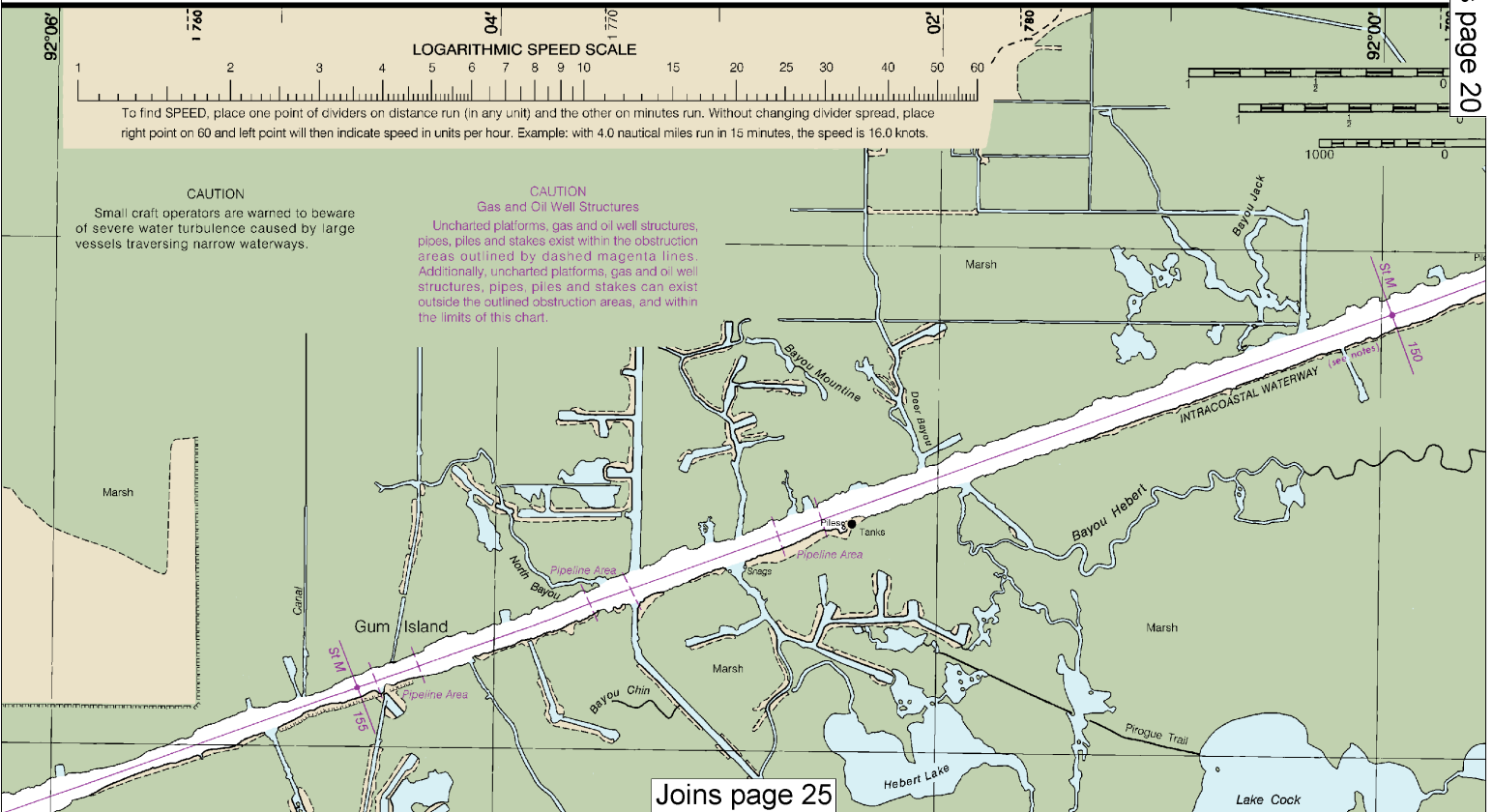






To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

1st Edition, 1972

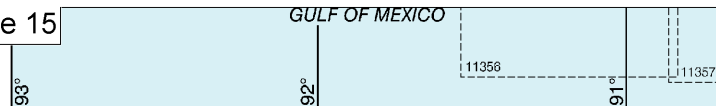




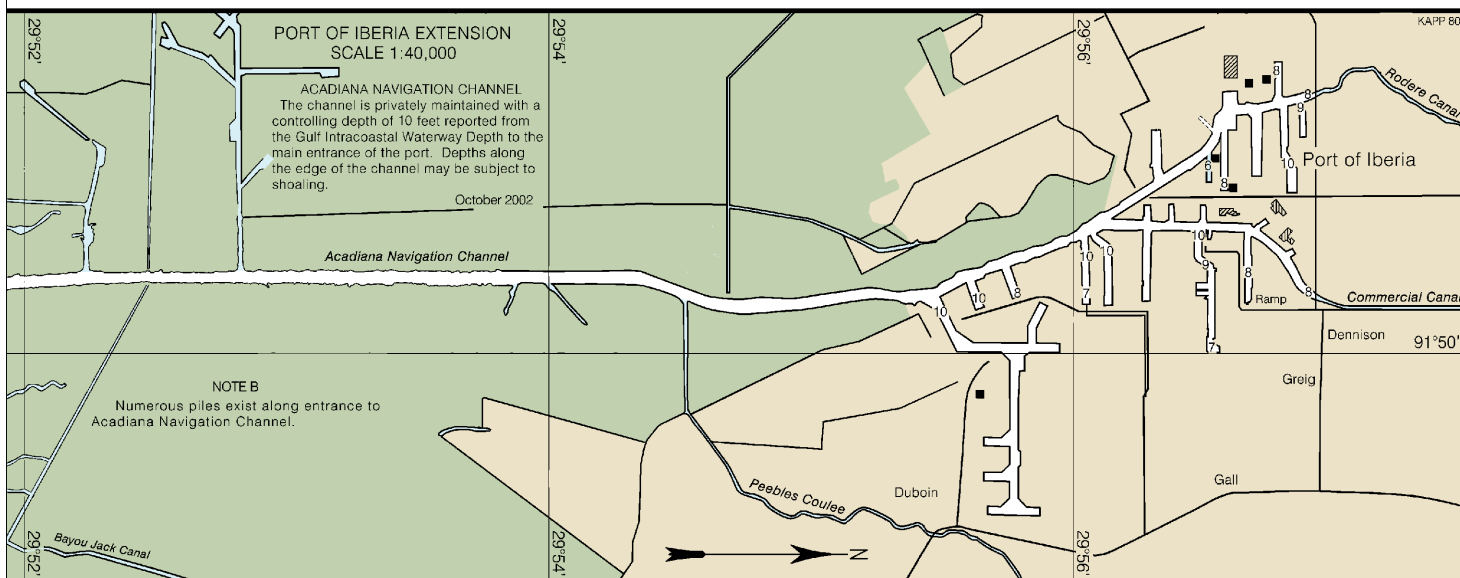




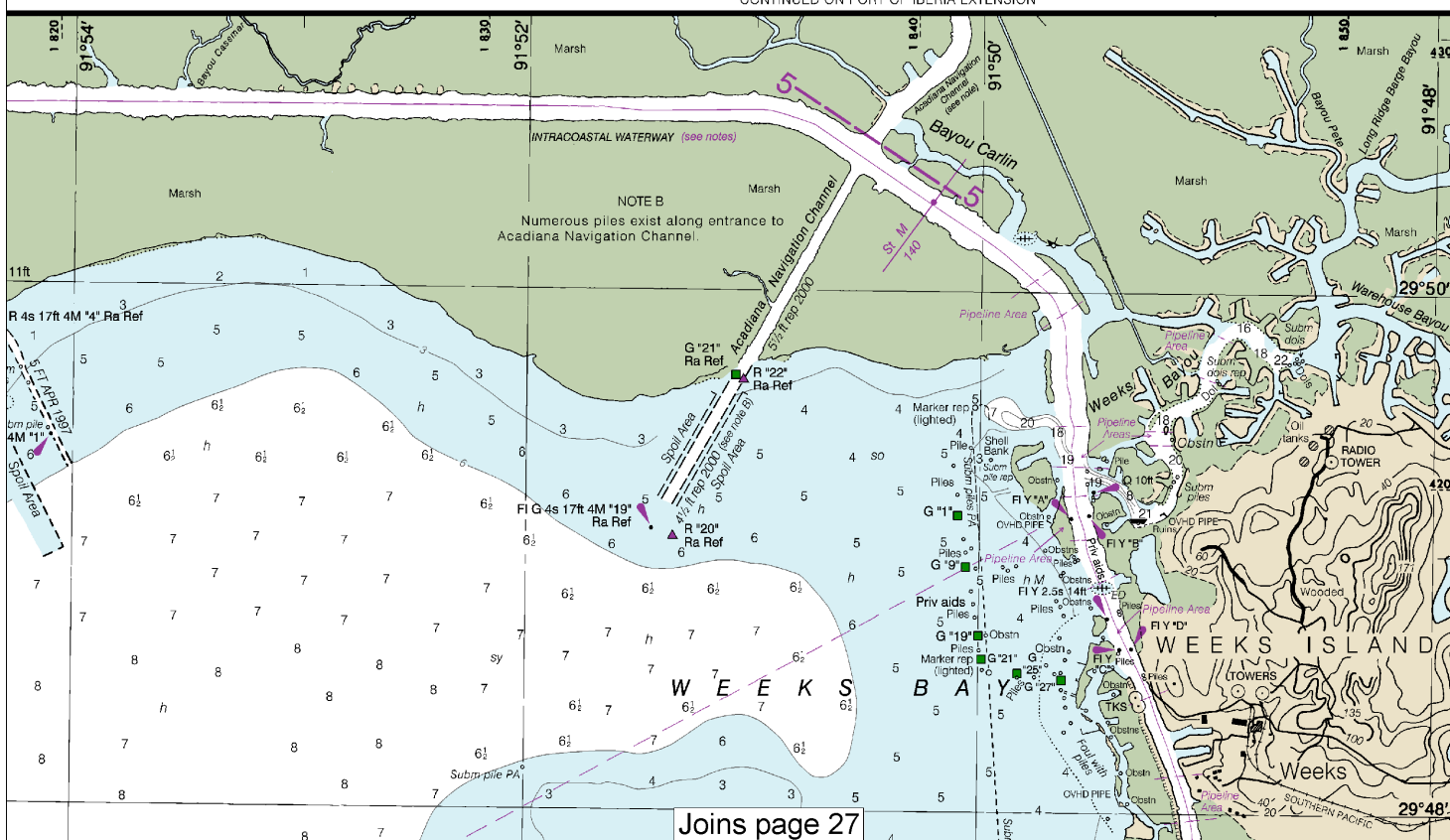
Joins page 15



11350



CONTINUED ON PORT OF IBERIA EXTENSION



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pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

#### NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

#### PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

Coast Pilot published in the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

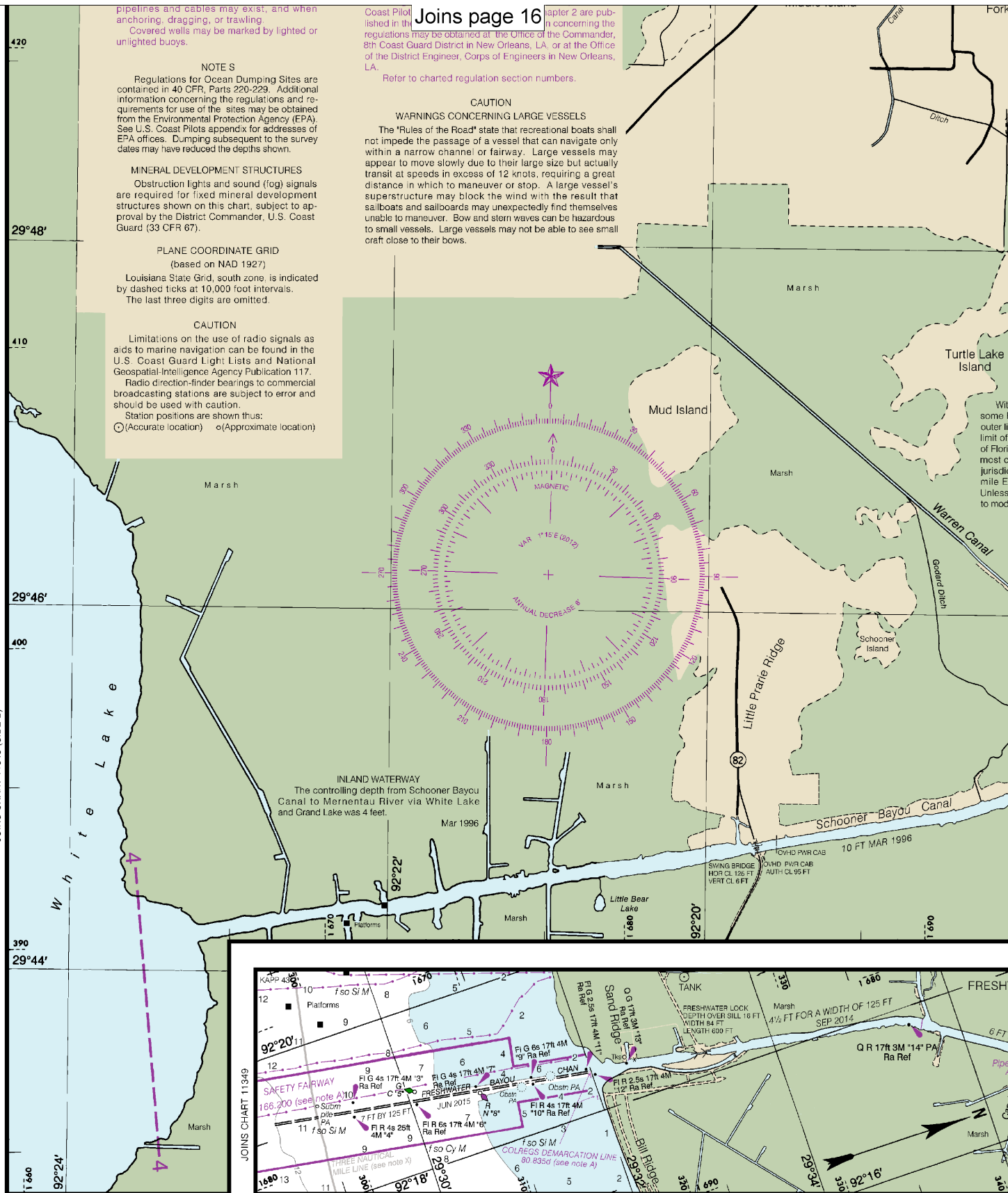
#### CAUTION

##### WARNINGS CONCERNING LARGE VESSELS

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SIDE B

JOINS CHART 11348 (SIDE B)



11350 28th Ed., Jun /12

Last Correction: 12/9/2015. Cleared through:  
LNM: 4315 (10/27/2015), NM: 4416 (10/29/2016)

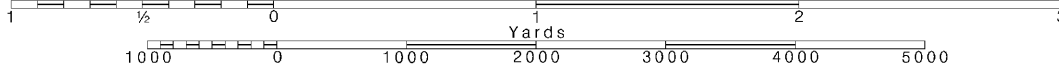
22

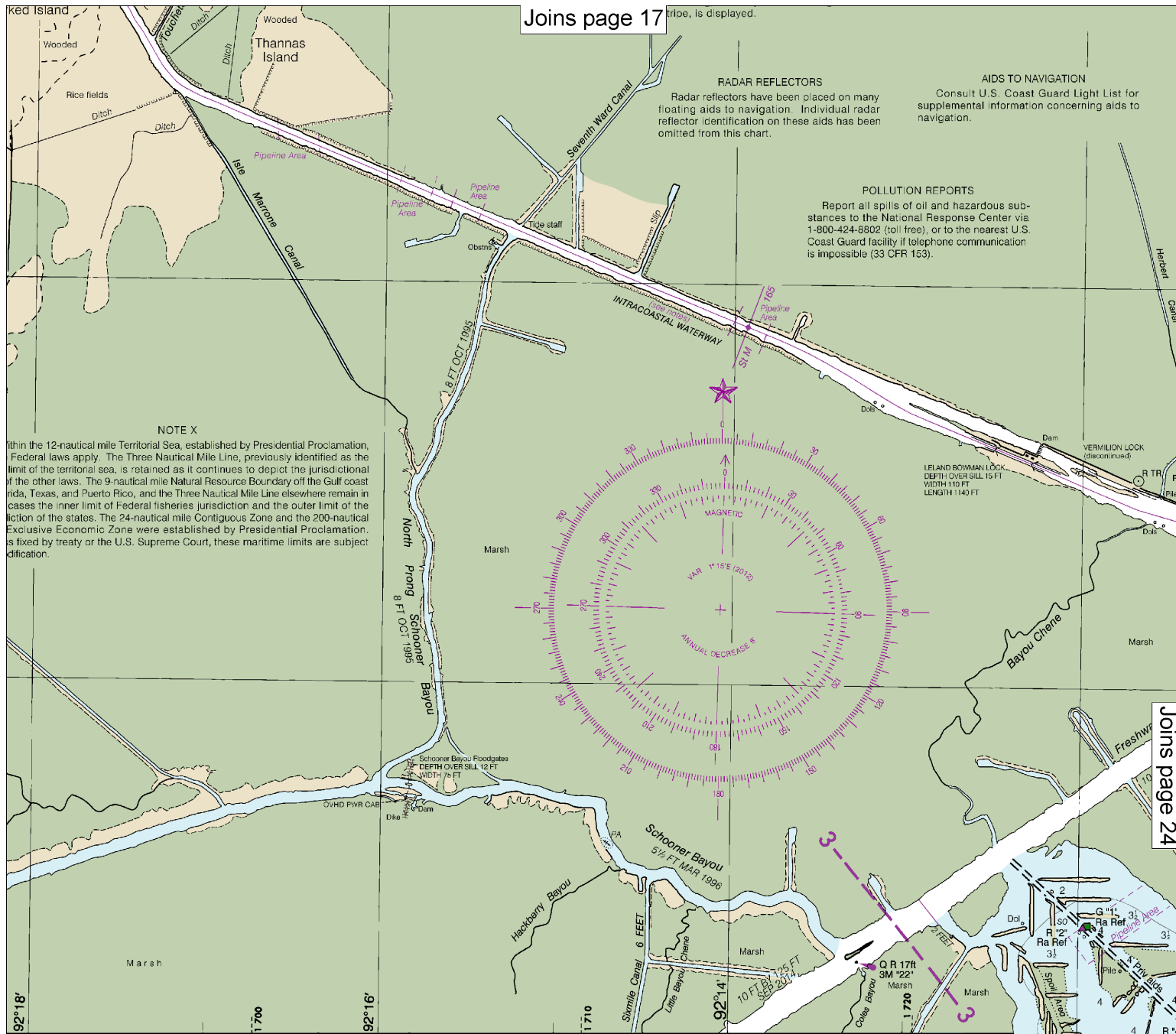
Note: Chart grid lines are aligned with true north.

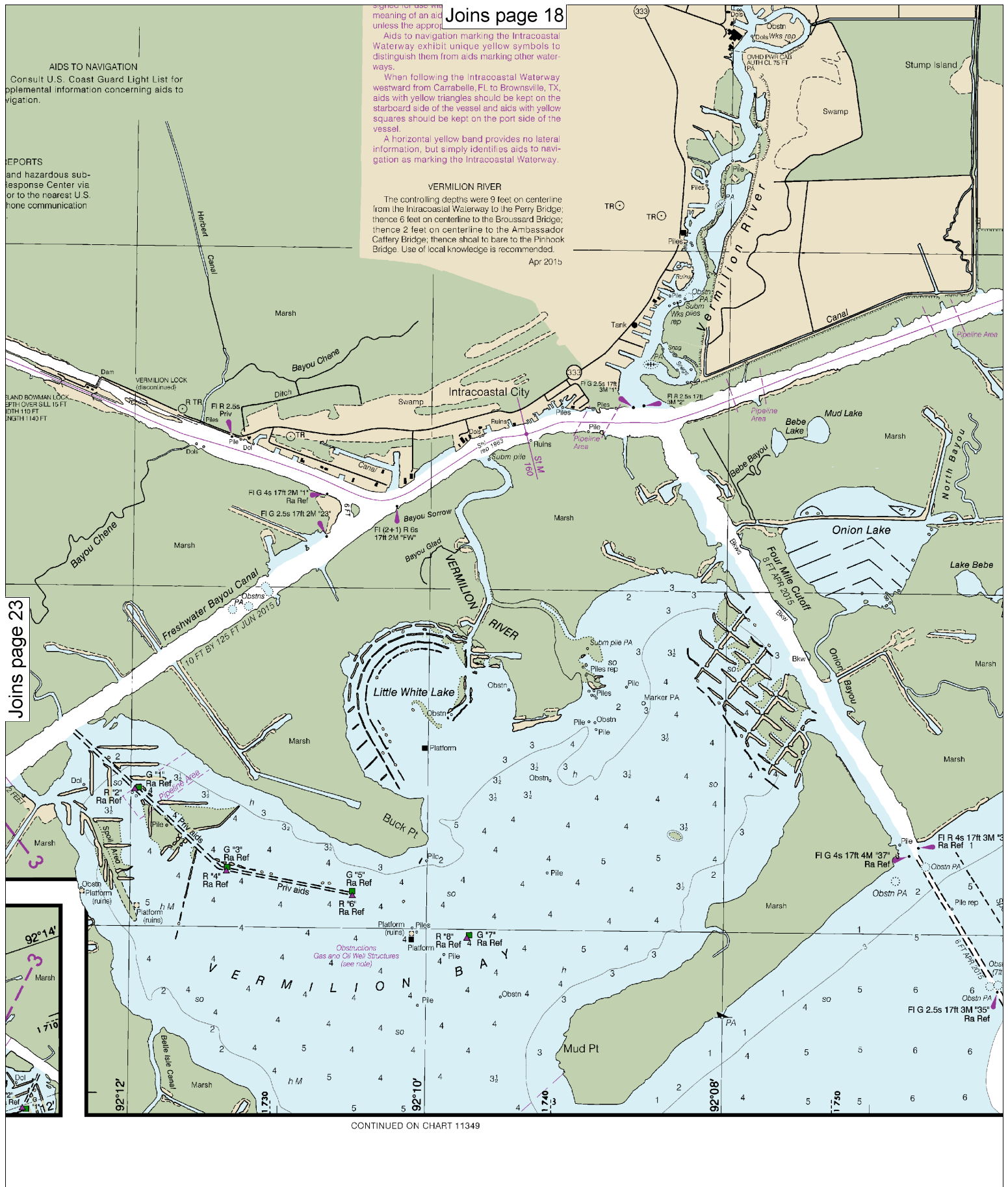
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

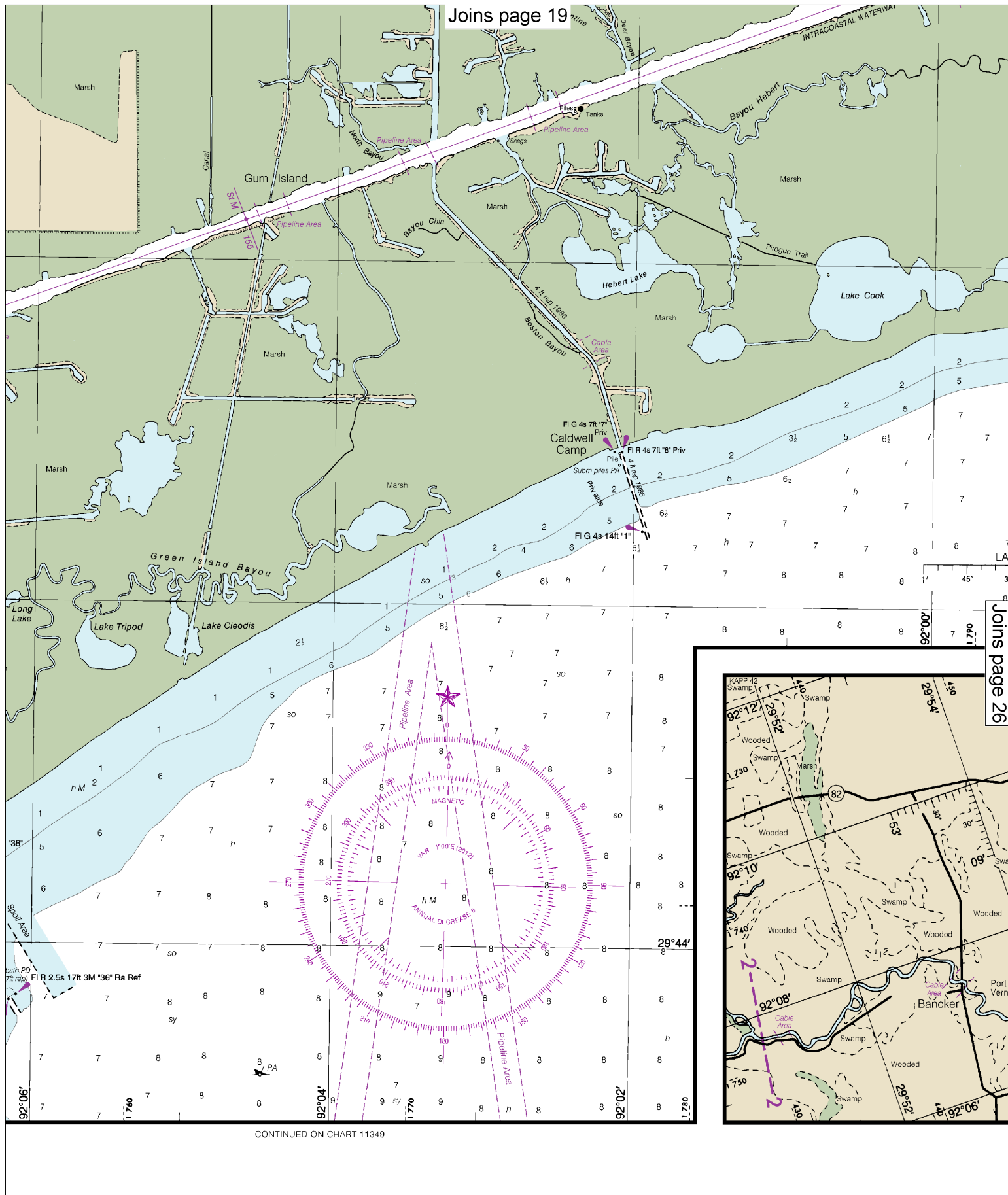




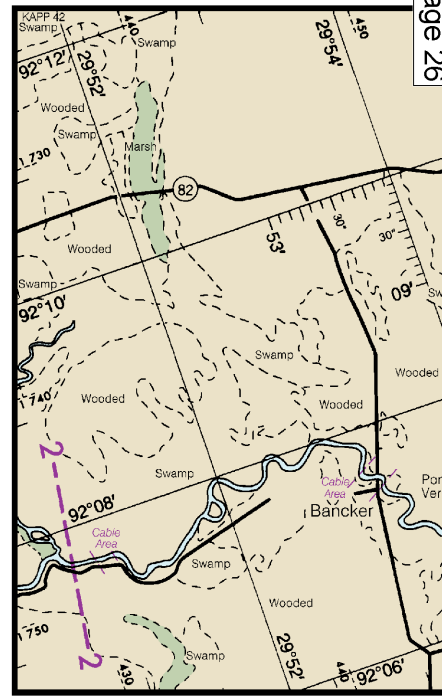




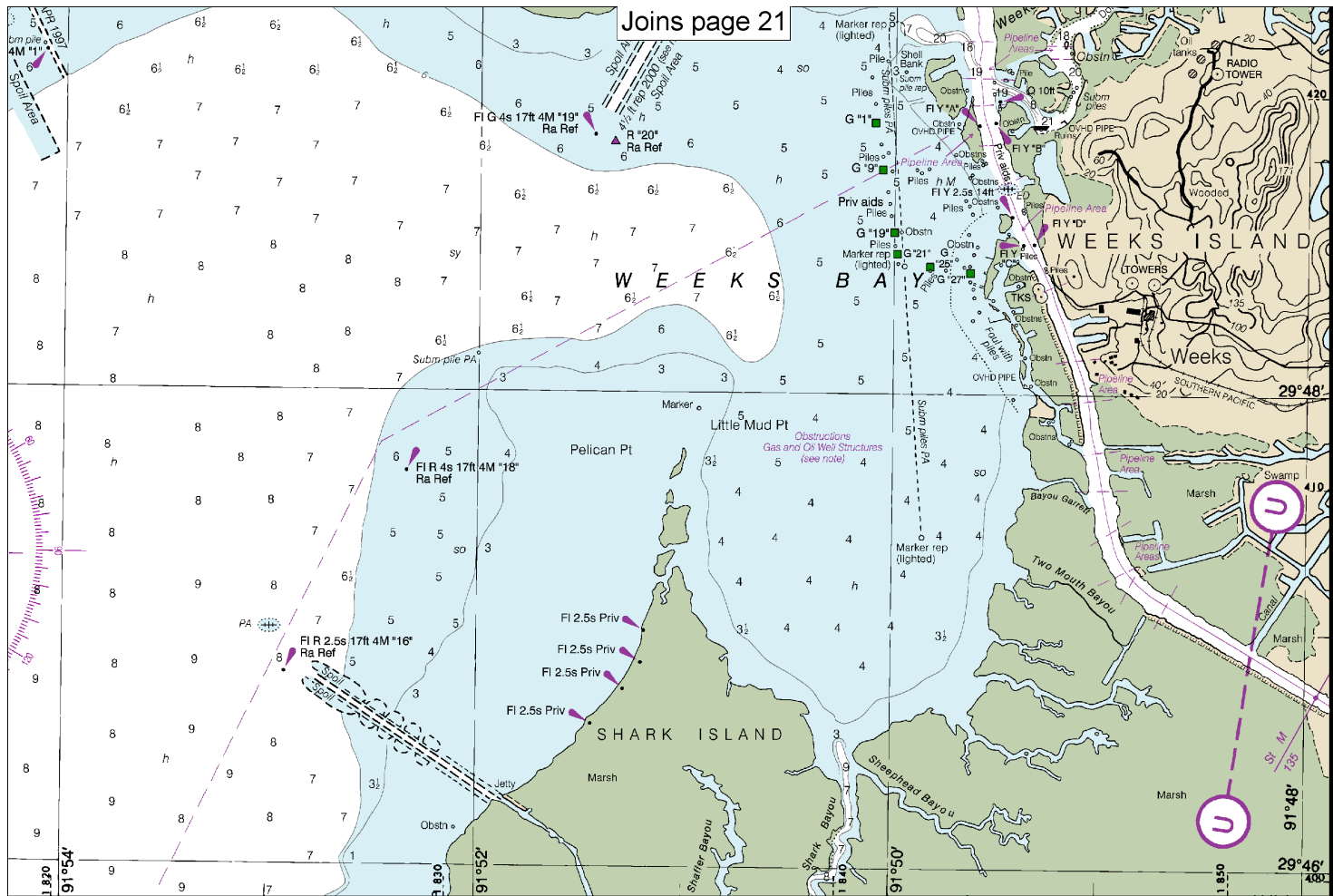
Joins page 19



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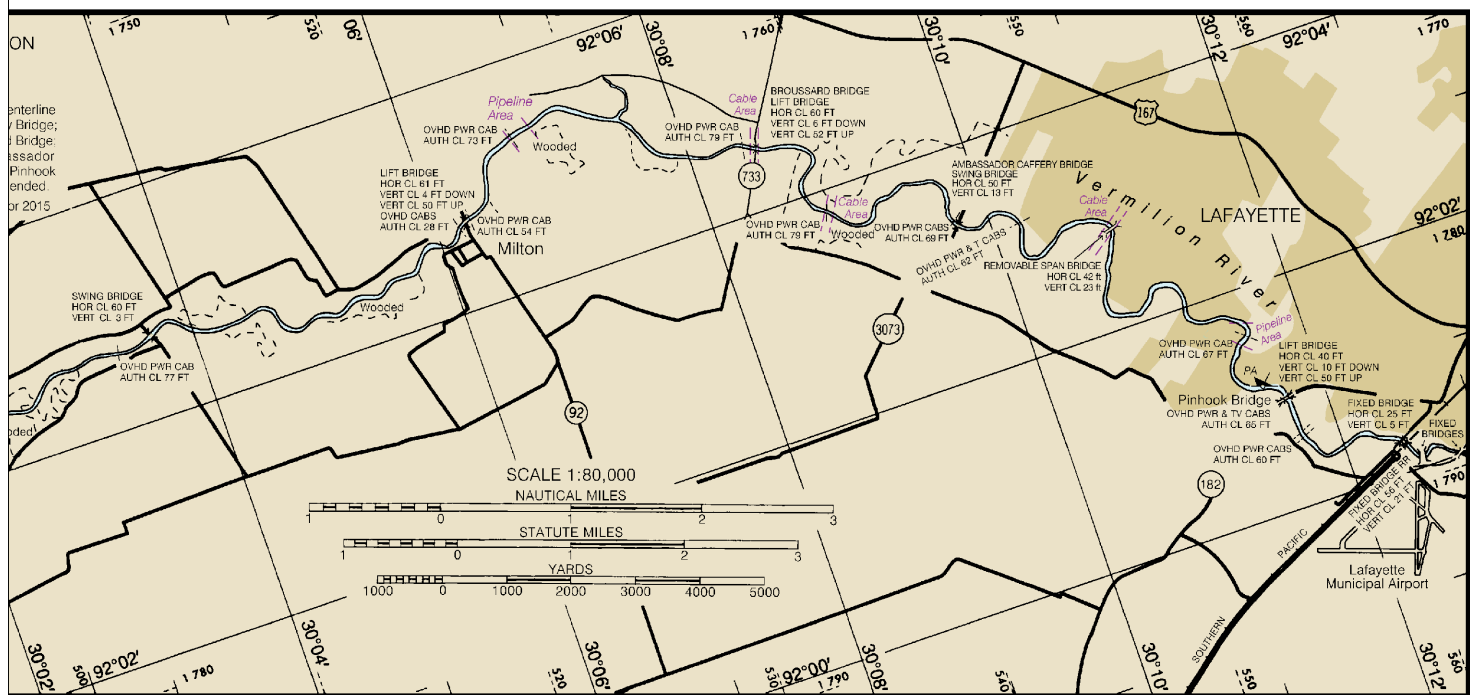






SIDE B

JOINS SIDE A



11350



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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